

FOUQUETTE PLAN FOR PEACE DOOMED

Premature Death of Measure in Senate Seems to Be Certain

LITTLE DEBATE EXPECTED

Proposed to Be Consigned to Foreign Relations Committee Soon After Discussion Starts

WASHINGTON, Aug. 12.—The Senate and House are aroused over the move initiated by Senator La Follette...

Resolution to Be Buried Senator Stone, of Missouri, an ultra-pacifist, is chairman of the Foreign Relations Committee...

Valor of Poilus Saves Plateau Continued from Page One

For eleven times this month, now twenty-two days old, the Germans have thrown great masses of fresh troops against the coveted plateau west of Craonne...

CROWN PRINCE PAYS PRICE The Crown Prince has endeavored to buy with thousands of human lives two kilometers of France...

French losses have been important, but not a marker to those of the Boche. And may my arm wither if I ever write again that the poilu is tired or unable to doubt the gaff that he stood in February, May or June, 1916, at Verdun...

For two full days and nights I have had my ears stuffed with cotton, and yet heard the continuous violent thunder of shell. For two full days and nights I have seen black shell flight in the sunlight...

CLOUBURST OF DEATH I have an impression of something new, yet built out of the old. I had looked upon a rain of shell ere this; indeed, a veritable avalanche that approached a cloudburst of iron and lead...

If your skin itches just use Resinol Regulation Army Hat \$5, \$6, \$9

DATES AND DATA THE HISTORIANS OVERLOOKED

By P. E. SUMNER



Very early in life Mr. Luther Murbank conceived the need of a stoneless plum.

face of a heavily shelled modern battlefield. As the smoke closed in and the vision of the thing we knew was going on behind it was hidden, it seemed that again I felt the force of this new thing that encircled it, and here endeavor to portray.

BATTLES IN THE AIR Overhead airplanes, Boche and French, were observing, dropping bombs, fighting with each other. I had promised myself long since that some day I would stand entranced, looking at a fight in the air. Well, three were going on within clear range of my glass, and I gave them but a passing glance, since the spectacle before my eyes at lower level was stupendously more supreme.

The interesting point about this tremendous battle is that its resemblance to Verdun is almost minute in comparison. The Crown Prince is utilizing the tactical methods of 1916. He is sending forth thickly massed troops following intense shelling, with intent of gaining a foot or a yard or fifty yards of territory; murderously willing to exchange quantities of German lives for a little earth, to hang on if he can, to return if he cannot, to enlarge any footing when it is attained. Here, between Verdun and Craonne, the likeness is startling. And here, too, the result will be identical. He ne passeront pas!

The German attack began on the morning of the nineteenth upon a two-kilometer front between Hubertus and California, aiming at territory wrested from the barbarian, but relatively little before. Between Casemette and California the French fought in a salient form. The attack directly under the range of my vision was the Boche effort to curl up this salient formation. They launched Landsturm and regimental attacks of the Fifth Division, Frustian Guards against it. And they were received by the poilus of the 11th French Division, to be crumpled up as you would a piece of paper in your hand. That which the sudden raising of the smoke curtain, due to doubt to a cross condition of the wind, permitted me to see, was this crumpling. And that which I later saw the same day was a French counter-attack in which a piece of this salient, lost two days ago, was gloriously redeemed again for France. Both seemed staged as if for the benefit of us four men in a tree platform on the height of the plateau being on a level with my eye.

During the second vista I caught sight in the far distance of Laon Cathedral tower. Just as the smoke closed in again my officer's arm touched me on the shoulder and told me I would have to descend because a Boche observation plane was being peppered with French stragglers, and the bullets were likely to fall through the foliage of our tree. It was then we made our way to our automobile, returning to headquarters where I write these lines, ere presently returning to another observation point.

Hoover Strikes Blow at Food Gamblers

Continued from Page One teen-ounce loaf could be sold with a reasonable profit at five cents, once the food administration had the power to regulate the cost of wheat and flour. Whether that is accomplished or not, it will be used as a basis for action taken.

The statement just issued showed that Mr. Hoover had decided against all but reasonable profits, and might act to abrogate contracts made for future if the

prices seemed to him out of all proportion. He advised all who held wheat or flour contracts in larger quantities than necessary for the ordinary course of business, to liquidate them, pointing out that the new food administration had full power to prosecute them under the law.

Wheat shipments to the Allies and to neutrals, Mr. Hoover decided, would for an indefinite period, be made largely in the form of flour, in order not to take work from American mills because of the huge exports which must be sent to Europe, in excess of the amounts taken in normal times.

There was no intimation as to the price which would be fixed for the 1917 crop, but Mr. Hoover was careful to point out that the minimum of \$2 a bushel fixed by the food control bill did not apply to it, and affected next year's crop only under restrictions to be later explained.

More Exemption Decisions Today

Continued from Page One tely necessary to the operation of that industry. Steps already have been taken for the organization of the two district appeal boards. They will be called upon to certify the lists of local draft boards and decide appeals from decisions, and many cases of industrial exemptions which have been asked.

United States Marshal Noonan will notify the board members to assemble as soon as the official appointments of the members are announced. The official appointments will come from Washington. No draft lists can be certified until the district appeal boards are in session.

The Thirty-second registration district board, which starts rendering exemption decisions today, is required to furnish 225 men for the new army. It was one of the first boards in the city to start exemptions. Nearly 600 men have been examined and 342 have been accepted. It is estimated that 75 per cent of this number have filed claims for exemption.

British Planning Flanders Drive

Continued from Page One losses to the enemy. Our troops maintained all their positions and in the course of the night regained further progress. In the Champagne and on both banks of the Meuse and artillery bombardment was quite heavy. West of Avocourt (Verdun region) we checked an enemy surprise attack.

BERLIN, Aug. 12.—Army headquarters today issued the following: After the attack the artillery battalions in Flanders diminished. It did not revive again until evening, when it recommenced on a wide sector and remained lively also during the night. Early today strong enemy reconnoitering detachments came forward at many points of the front after hours of gunfire. They were repulsed everywhere. North of Holbeke the English brought forward several regiments to attack. They had no success and had to retreat with very heavy losses.

From La Bassée canal to the south-

ern bank of the Scarpe and northwest of St. Quentin the artillery activity increased at intervals, during which fortified engagements frequently developed.

On the Aisne front, in the western Champagne and on both banks of the Meuse, the artillery are fighting each other with more intensity than has been usual lately. At Cerney-en-Laonnois two French attack battalions were beaten back. The British troops in the region of Krastalla carried out a successful raid on Bulgarian trenches.

U-Boat Captures Four Yankee Gunners

Continued from Page One tured the war April 6, 1917, and twenty-five since that time. The total tonnage of the ships lost is about 113,000 tons, including 64,000 tons sunk since April 6. No American ships fell victims to the Central Powers in 1914, and only two in 1915 and the same number in 1916. When Germany began her unrestricted submarine warfare, however, attacks on American shipping became more frequent, and America lost nine ships between that date and the time when the United States declared a state of war existed with that country.

The first American ship sunk was the William P. Frye, January 28, 1915.]

American Survivors Reach Port

AN ATLANTIC PORT, Aug. 12.—The captain and the six members of the crew of the American schooner John Hays Hammond, victim of a German submarine July 27 while on a voyage from England to Iceland, have arrived here on an American steamship. Cable dispatches telling of the loss of the schooner had said nothing of the fate of the crew. The men said they were picked up by a British destroyer 300 miles northeast of the Irish coast after being twenty-four hours in their lifeboat.

AIRMEN SHELL SEBASTOPOL

Russian Fortress City on Black Sea Attacked by Germans

ODESSA, Aug. 13.—Sebastopol was attacked recently by German airplanes, which threw bombs on the suburbs. The Germans are distributing numbers of proclamations signed by Prince Leopold of Bavaria, the German commander in the east, pointing out to the Russian troops the great need of immediate peace with Germany, in view of the recent disasters on the southern front, and urging them not to listen to Kerensky, who, it is alleged, is leading Russia to ruin.

DRAFT SUSPECTS RETURN TO CELLS

Bail Is Denied to Members of New York Exemption Board

MAY TRY FOR IT AGAIN

Other Boards Under Investigation on Suspicion of "Graft"

NEW YORK, Aug. 12.—The intervention of the United States Attorney, who protested against bail being accepted, although United States Commissioner Hitchcock had traveled all the way from his home in Yonkers to the Tombs to take it, prevented Louis J. Cherey and Dr. Samuel J. Bernfeld, members of the Exemption Board 59, accused of having conspired for pay to exempt men eligible for draft, from regaining their liberty pending trial.

The two men had donned their street clothes and were waiting in the office of the prison warden for the papers to be drawn up, when the telephone bell rang and the message of the criminal division, greatly disappointed, back to their cells. For some reason, Kalman Gruher, of 280 Delancy street, the alleged "exemption blank distributing agent" for the board, did not participate in the episode, and, so far as could be learned, no effort was made to get him out of jail.

It is probable that another effort to obtain bail will be made today, and if they are successful the accused men will return to their homes at about the time that the new board, the members of which were announced by Roscoe Conkline, Deputy Attorney General, and who will probably be appointed by President Wilson today, will begin the task of re-examining all the 728 registrants who appeared before the old board while Cherey and Bernfeld were members of it. At about the same time also, or a few hours later, Edwin M. Stanton, Assistant United States Attorney, acting under the instructions of John F. Knox, Assistant United States Attorney in charge of the criminal division, will take the charges against the three men before the Federal Grand Jury.

Lower Gas Rate Asked for People

Continued from Page One Before the winter in half over we are going to feel the pinch even more; in fact, we are going to see a lot of suffering. Every nickel is going to count, and the people are going to need those nickels which some city officials are selfishly proposing to hoard away in the city treasury. The city of Philadelphia, of course, should guard its revenue, but not at the expense of the people. Ninety-five-cent gas will be one of the most important issues in the coming election. The people of Philadelphia should get together on this gas issue very soon now.

WAR CONDITIONS and the Franklin Car

PROMINENT man has said that the things that will not stand the test of war conditions are not worthy to survive after the war. It is true that war needs, and the state of mind induced by the war, throw a new light on much that Americans have spent their money for. Among these things is the short-lived car.

Cars have been built and sold on features, novelties, talking points, engine stunts. One year the whole country talks about a car, and next year its users condemn it as a "one-year car."

Do not put all the blame on the manufacturer; perhaps his idea of business is to supply the people what they want. It is a much slower process giving them what they ought to have. There has always been a public for the long-service car. Practical, hard-headed men who, even if they buy a new model every year, are shrewd enough to see the relation between long life and resale value.

Economy Demanded in Motor Car Operation

The second-hand value is especially high where there is the combination of strength, lightness and flexibility, because these things mean economy of operation and long life.

This is emphasized because there is a section of the public that has always associated strength and endurance with dead-weight and rigidity—the very things that pile up operating cost and wear out a car. It is a fact that war conditions and the National Thrift are making a bigger market for the Franklin as the fine car of the strong, light, flexible type.

The big public is waking up to the truth about gasoline waste, tire mileage, friction loss and depreciation. People keep right on buying cars—but they are thinking more about constructive service and use. The automobile is a tremendous factor in American life and achievement, in national health and efficiency, in conservation of

and lay plans to defeat any councilman candidate who does not pledge himself to support ninety-five-cent gas. I am going out in my district with my coat off and work to get that New Year's nickel into the pockets of the consumer. At present the consumer pays \$1 per thousand cubic feet, eighty cents of which is received by the United States Gas Improvement Company and twenty cents goes into the first of the year does not receive the benefit of the five-cent reduction, a total of twenty cents will go into the city treasury. At the instigation of E. T. Trigg, president of the Chamber of Commerce, the public utilities committee of the Chamber is investigating the merits of the five-cent gas reduction controversy, both from the standpoint of the consumer and the standpoint of city revenue. The controversy is now engaging the attention of thousands of householders and taxpayers and politicians throughout the city. Politicians regard the question as a ticklish one, and are looking the ground over carefully before they leap.

Four Children Burned to Death KEYPORT, N. J., Aug. 12.—Three children of Charles Esola and the little daughter of Angelo Roselle were burned to death, and Mrs. Esola and her baby were seriously injured, when the Esola summer home was destroyed by fire near here.



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Simply spray the porcelain tile work and paint and rub off with a dry rag and you have not only a clean, sweet-smelling surface, but one that is thoroughly disinfected and deodorized as well. Radium cleanser has already become a permanent by-word in thousands of Philadelphia homes. You cannot fully appreciate its wonders until you've tried it. For Sale at Leading Department, Drug, Grocery and Hardware Stores or direct from RADIUM CHEMICAL COMPANY, 805 Bailey Bldg., 1218 Chestnut St., Phila.

Official Economy Tests Won by the Franklin

The Franklin has won every prominent official economy test ever conducted, and continued to win so long as the official tests were run. Two-Gallon Efficiency Test, May 15, 1906, under the official supervision of the Automobile Club of America—won by the Franklin with a record of 87 miles. The Franklin average was 75 per cent above the average record of all competing cars.

Long Island Economy Contest, February 25, 1908, under the official supervision of the Long Island Automobile Club—the Franklin won over all contestants by doing 242 miles at an operating cost of only 11.5 cents per mile. The cost of all other cars averaged 6 cents per mile—five times the Franklin operating cost. One Gallon Efficiency Test, May 8, 1909, under the official supervision of the New York Automobile Trade Association, with twenty-one cars entered in competition—the Franklin Car went 36.6 miles on one gallon of gasoline and scored 105,408 weight-miles. The Franklin Car not only won the prize for the best score in its price class, but also the Willys trophy for the best score irrespective of price class.

Buffalo One-Gallon Economy Contest, July 11, 1909, under the official supervision of the Automobile Club of Buffalo—the Franklin set a world's record for gasoline economy of 46.1 miles on one gallon, 79 per cent more than the average of the other eighteen competing cars. The Franklin scored 135,902 weight-miles as against the best competing score of 86,612 weight-miles, and the average competing score of 64,495 weight-miles. Fuel Economy Tests of Franklin Cars, June 20, 1913, under the official supervision of the Automobile Club of America—a Franklin Roadster made a new world's mileage of 83.5 miles on one gallon of gasoline.

These official economy tests are confirmed by the nation-wide experience of Franklin owners. The Franklin goes a given distance on one-half the gasoline consumed by the average fine car—and for the same yearly mileage costs about one-third as much for tires.

Price advance \$100, all models, effective September 1st

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